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Appl. No. 10/817,255
Amdt. dated December 6, 2007
Reply to Office Action of September 7, 2007
Attorney Docket 17210

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently amended) In a bale wagon having a load bed, a crossbar movable along the load bed, and a plurality of elongate tines, each tine having first and second opposing ends and a longitudinal axis therebetween, said tines attached to the movable crossbar, the improvement comprising:

a plurality of brackets affixed to the crossbar;

a plurality of adjustment bolts;

a plurality of spaced apart openings in each of the tines spaced generally along a portion of the length of the longitudinal axis and adjacent to the respective first ends'; and

a plurality of cooperative adjustment apertures in each of said brackets, said adjustment apertures arranged in pairs spaced to cooperate with said openings in each respective tine, each said opening aligning with a coordinated pair of the adjustment apertures in each bracket, whereby a tine is attached to a bracket by inserting one of said bolts inserted in a selected pair of said adjustment apertures and a respective opening causes, the openings arranged on the tine in a pattern to allow selective adjustment of the tine between a plurality of tilt angles, wherein the tines to be pivotally adjusted to form the tilt angle is measured between the longitudinal axis and the load bed.

2. (Previously presented) The improvement of claim 1 wherein the tines are adjustable to one of several positions, said positions reducing the tine tilt angle by increments of about 1.5° to about 2°.

3. (Previously presented) The improvement of claim 1 wherein angular adjustment of the tines allows for variation of the angles at which stacks of bales are unloaded.

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4. (Cancelled)

5. (Previously presented) The improvement of claim 1 wherein the at least one bracket is configured to allow multiple possible positions of tilt for each tine, allowing adjustment of the tine tilt angles from between about 90° and about 84° .

6. (Previously presented) The improvement of claim 1 wherein the tilt angle is selected from the group consisting of 89.5° , 87.5° , 86° , and 84.5° .

7. (Canceled)

8. (Currently amended) A method for unloading tiers of stacked bales from a loaded bale wagon to form a larger stack of bales, said bale wagon having a load bed, a movable crossbar and at least two elongate tines, each tine having first and second opposing ends and a longitudinal axis therebetween, said method comprising: providing a plurality of spaced apart openings in each of the tines spaced generally along a portion of the length of the longitudinal axis and adjacent to the respective first ends; providing a plurality of brackets affixed to the movable crossbar, each bracket having a plurality of cooperative adjustment apertures arranged in pairs spaced to cooperate with said openings in each respective tine, each opening aligning with a coordinated pair of the adjustment apertures in each bracket, ~~whereby inserting a bolt into a selected pair of the adjustment apertures and respective openings causes the tine to be pivotally positioned to a desired tine tilt angle; whereby a tine is attached to a bracket by inserting one of said bolts in a selected pair of adjustment apertures and a respective opening, the openings on the~~ tine arranged in a pattern to allow selective adjustment of the tine between a plurality of tilt angles; setting the tines to a desired first tilt angle, unloading a first load of bales to lean at an angle corresponding to the first tilt angle, repositioning the bolt into a second adjustment aperture and respective opening to set the tines to a

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second tilt angle and then, against said first load of bales, unloading a second load of bales from the same wagon.

9-10. (Cancelled)